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Statement of

Cmdr. William S. Donaldson, III - USN, Ret.

Before the

**Committee on Transportation and Infrastructure
U. S. House of Representatives**

Subcommittee on Aviation

Hearing on the

Reauthorization of the National Transportation Safety Board

Rm. 2167 Rayburn House Office Building

Washington, DC

May 6, 1999



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The Committee on Transportation and Infrastructure
U. S. House of Representatives
Subcommittee on Aviation

Mr. Chairman,

Ladies and Gentlemen of the Committee, based on the performance of the NTSB and the actions of the Justice Department while investigating the unexplained loss of TWA Flight 800, I no longer believe the NTSB is capable of fulfilling its aviation mission. It's abuse of power used to muzzle witnesses and Interested Parties simply to promote the Administrations agenda proves that it has become so politicized that the Board itself has become an Aviation hazard.

The solution would be to recast the Aviation duties of the NTSB as a completely independent body, like the Federal Reserve, staffed with aviation professionals from every military and civilian career field, overseen by a joint committee of congress.

At a minimum, the current leadership should be replaced and the portions of Title 49 and Title 18 that have been used by the Chairman to muzzle and abuse the Interested Parties must be reformed.

Under the current law, the NTSB leadership has basically mislead the American people since July 17, 1996. They did this through unfettered access to the media, unending pursuit of nonsense junk science theories without budgetary constraint, common sense or air crash investigation protocol. They have used aerodynamically impossible CIA cartoons, fraudulent videos of hydrogen filled fuel tanks exploding on television, and fear mongering appearances by Administration officials pitching a non-existent 747 flight hazard.

All of this goes unanswered by Parties already cautious and severely constrained because of the nature of their highly regulated industries. Their bottom line depends first on government bureaucracy's good will. The severity of current sanctions invites political abuse by barring far more competent independent investigations or even public statements by the Parties until after the NTSB Final Report. Silence by the parties is woefully misinterpreted by the media and the public and easily exploited by partisan politicians.

In this incident, 15 weeks before the 1996 election, where Mr. Clinton had motive to cover-up a successful missile attack, that he had clear forewarning of as early as October 11, 1994, the abuses are unprecedented.

An author of three books and his wife, James and Liz Sanders are now Felons, tried and convicted last month in federal court for receiving worthless passenger seat fabric. Captain Stacey, a no-nonsense TWA check pilot and Flight 800 crash investigator, gave them this material for outside laboratory analysis of a chemical stain. He admitted in court that he committed this heinous crime because he had lost all faith in the integrity of the NTSB and FBI and didn't believe that the act was illegal. All three will soon be sentenced.

As a past nuclear weapons delivery pilot and fleet nuclear war planner, it is bitterly disappointing to me that the same Justice Department that gave our trillion dollar special weapons technology to China because they didn't have the nerve to wire tap a spy before the 96 election, didn't blink when a federal judge found Jim Sanders suffered unconstitutional searches and seizures. Nor did the Justice Department mind the Neanderthal tactics of Special Agent Kinsley when he violated white collar crime protocols by dragging Mrs. Sanders, shackled behind the back, through a media circus on the way to arraignment after she and Jim had turned themselves in. Liz Sanders may weigh 100 lbs. After being manhandled the first time in her life by a Justice Department goon, Mrs. Sanders lost her job as a flight attendant training supervisor, lost her house fighting these charges and now faces the possibility of a ten year prison sentence. Her crime was a two-minute phone conversation with Captain Stacey that neither party understood to be illegal. This rabid behavior to GET Stacey and Sanders at any cost and make an example of them, with the arrest the week before NTSB's Public Hearing, was tailored for maximum intimidation and is in stark contrast to the Justice Department's indifference in the case of Chinese espionage that could eventually threaten every American. If this wasn't a partisan political witch-hunt, what is?

This didn't happen without the tacit approval of Chairman Hall. In fact, Mr. Hall wanted Linda Kuntz, another exceptionally talented and respected TWA crash investigator arrested after she pointed out NTSB employees were changing passenger seat location data to conform to NTSB's nonsense theory. Linda had presence of mind to use two NYPD officers to help her photograph her evidence. TWA attorneys sent Mr. Hall a letter citing these facts. He backed off, but was still able to force Ms. Kuntz out of the investigation.

While acting as Defense Consultant for Mr. Sanders, I asked him to take close-up photographs of the few parts remaining of the center wing tank, left side body wall. The trial Judge allowed him to take photographs at Calverton during the discovery phase of trial. Six weeks ago I viewed those pictures and determined the few military experts that the Administration allowed to see the crash debris were right. The number two main tank exploded at extremely high energy into the Center Wing Tank, not the other way around. I then called Mr. Wildey of the NTSB and left a voice mail message asking where to find the microscopic fracture face edge-analysis of these side wall parts. I was stunned to get a call back in 30 minutes from an NTSB attorney informing me it hadn't been done. He was agitated that I had seen those photos as were Justice Department attorneys who threatened Sanders attorney, an hour later, with motions to deny the defense access to its own discovery materials.

Ladies and Gentlemen, the analysis wasn't done because it would prove the loss of the aircraft was caused by a high explosive initiating event in the Number 2 main tank.

I informed that attorney that if NTSB's Final Report comes out without a verifiable fracture face analysis of that side wall edge metal and without doing the warhead detonations in the number two main tank and missile shots at that tank recommended by China Lake military analysts, he could expect me to file criminal malfeasance and misprision of felony homicide complaints with the New York State authorities.

Ladies and Gentlemen, every time NTSB officials have testified on television or before you about TWA800, they have lied or shaded the truth. I will close with physical evidence of one of Mr. Hall's bigger deceptions. At the same time his letter to the editor was published in the Wall Street Journal in April 1997 titled, "It wasn't a missile", he was paying for the covert recovery of the very missile parts he denied existed.

The Scallop boat, Alpha Omega found and discarded overboard the first stage of a shoulder fired missile in October of 1996 two miles from Flight 800's explosion point. This is near the spot where Islip radar recorded a boat traveling away from the exploding aircraft at 30 knots. Through questions submitted for us by this committee, we forced the FBI to admit that they failed to identify that boat.

When I ascertained that fact I was dealing with special agent Steve Bongart. He has since been ordered not to answer questions or have further contact.

As Mr. Hall's letter was being written, Special Agents Hanson, Petry, Bowen, Lane, Francis, Pica, Mauzey and Bokal were manning the scallop dredgers, Nordic Pride, Alpha Omega, Christian Alexia and Kathy Ann, scouring the ocean bottom for missile parts.

Here is the FBI Trawler Operations Manual; replete with diagrams of missile parts and an operational order with highlighted and underlined instructions describing how to hide these parts from crew and other Interested Parties. Boeing, TWA and the Congress of the United States are "other Interested Parties".

Here is the precision-trawling map used by these men, clearly indicating the primary purpose of the operation was specifically tailored to recover missile parts. 7/8 of the area dredged didn't have crash debris, but instead fell within the assumed range of a Stinger missile from the explosion point. The existence of this map is one of the several reasons Mr. Hall wouldn't let the Navy's Supervisor of Salvage, Captain McCord take questions from the Parties at the Public Hearing in Baltimore.

In addition to hard forensic evidence, I have access to 119 eyewitnesses on 18 boats, 4 aircraft and 31 locations ashore that surrounded the missile launch site. None of these witnesses were allowed to testify at Mr. Hall's hearing and instead the NTSB played a laughable depiction of a noseless 747 climbing 1,700 feet and implied that's what the witnesses saw streaking upward. Even if this aerodynamically impossible event could occur, it would hardly appear to be streaking like a flare or rocket as described by witnesses. The sad thing is that the media bought it because it was a slick video perfect for television.

I have been an outspoken critic of this investigation ever since Mr. Hall signaled to his subordinates that any answer was OK as long as "It wasn't a missile" in his Wall Street Journal article. If the NTSB and FBI are truly searching for the "Real Killers" in this tragedy, why is it that in over two years not one person from the NTSB or FBI has ever called and asked me a single question about my findings and witness interviews? The reason is, "The dog didn't bark", because they knew the answer already.

Ladies and gentlemen, I urge you to hold special hearings into the loss of TWA Flight 800 and take the actions recommended to reform the NTSB into a non-partisan air safety advocate. That concludes my oral statement, I will need the evidence back and I urge you to read the remaining documents submitted and visit our Web Site at twa800.com.

Thank You,

Cmdr. William S. Donaldson, USN Ret.

Attachments

1. Curriculum Vitae
2. Letter to the CEOs of Boeing and TWA
3. Response from Boeing
4. Thermal Imaging photograph of 747
5. Wreckage Distribution Diagram
6. Dredging Map showing Suspected Missile Launch Zone
7. Radar Imaging from Islip Radar
8. FBI Trawling Operations Manual
9. Press Release related to the Sanders Trial

Disclosure

I have not received any Federal grants or contracts within the current fiscal year or any of the two previous years.

AVIATION TRAINING AND EXPERIENCE

William S. Donaldson Cdr. USN Ret.

❖ Civilian

- Certified Flight Instructor
- Commercial Single and Multi-Engine Land Instrument Pilot

❖ Military Experience – 24 ½ years.

- Navy Attack Pilot, A4, A6 Aircraft, 86 Combat Missions
- Special Instrument Rated
- 450 Carrier Landings in 7 Aircraft types
- Qualified Carrier Transport Plane Commander, day & night
- Qualified Nuclear Weapons Loading & Delivery
- Qualified Air Wing Strike Leader
- Qualified to deliver all air-to-ground conventional weapons
- Qualified Advanced Jet Flight Instructor in following phases:
 - Advanced Instruments
 - Advanced Aerobatics
 - Advanced Formation
 - Advanced Air to Air Gunnery
 - Advanced Bombing
 - Advanced Rocketry
 - Advanced Air to Ground Gunnery
 - Advanced Air Combat Maneuvering
 - Advanced Low Altitude Navigation
 - Advanced Armed Reconnaissance
- Qualified Carrier Air Traffic Controller
- Carrier Controlled Approach Officer – 2 years
- Served tours in aircraft maintenance as:
 - Line Division Officer
 - Aviation Weapons Officer
 - DSST Maintenance Officer
 - Maintenance Officer
- Post Maintenance Check Pilot in 6 aircraft types
- Graduate of Naval Postgraduate Schools, Long Course, Aviation Safety / Crash Investigation.

- Served tours as both Squadron and Air-Wing Safety Officer / Crash Investigator for mishaps ashore and afloat.
- Wide spectrum of investigation experience, including a missile shootdown, aircraft recovery at sea, etc.
- Author of six technical articles published for Navy / Marine Corps tactical pilots in Approach Magazine.
- Served on temporary assignment as a JAG investigator for Commander in Chief Atlantic, investigating FAA misconduct at Jacksonville Radar Air Traffic Control Center.
- Assigned by Chief of Naval Air Training to personally inspect each advanced jet training aircraft and brief every advanced jet flight instructor on procedures to prevent loss of control ejections during air combat maneuver training. Losses went from 4 per year to zero.

❖ Awards Received

- | | |
|---|--|
| ➤ Defense Meritorious Service Medal | ➤ Meritorious Unit Commendation Ribbon |
| ➤ Meritorious Service Medal | ➤ Navy Unit Commendation Ribbon |
| ➤ Air Medal (7 Awards) | ➤ National Service Medal |
| ➤ Joint Commendation Medal | ➤ Navy E Ribbon (3 Awards) |
| ➤ Navy Commendation Medal with Combat V | ➤ Republic of Vietnam Cross of Gallantry |
| ➤ Navy Achievement Medal | ➤ Republic of Vietnam Service Medal |
| ➤ Sea Service Ribbon | ➤ Republic of Vietnam Campaign Medal |
| ➤ Overseas Service Ribbon | ➤ Pistol Expert Medal |

❖ Professional Education

- | | |
|---------------------------------------|---|
| ➤ Naval Aviation Training – Jet | ➤ Fire Fighting School |
| ➤ Aviation Safety School | ➤ Jungle, Escape, Survival School (Philippines) |
| ➤ Carrier Air Control Approach School | ➤ SERE School, Ramgely, Maine |
| ➤ Conventional Weapons School | ➤ AIRPLANT Maintenance Officers School |
| ➤ Nuclear Weapons School | ➤ AIRPLANT Administrative Officers School |
| ➤ NATO Nuclear Weapons Release School | |
| ➤ NATO Joint Weapons Targeting School | |
| ➤ NATO Ace Weapons Employment School | |



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April 5, 1999

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Seattle, WA 98124-2207

Mr. Gerald L. Gitner
Trans World Airlines
One City Center
515 North Sixth St.
St. Louis, MO 63101

Re: The unexplained loss of TWA Flight 800

Gentlemen,

Over the last four months our investigation into the loss of TWA Flight 800 has produced information far surpassing that contained in our July 20, 1998 Interim Report to Congress. We can now prove, before a jury or other independent fact-finding body, that the aircraft was shot down. We can also explain why the Administration covered it up and expose some of the methods they employed to do so.

Your corporations are being scapegoated and defrauded by Administration officials because, had the truth about this incident been reported before November of 1996, it could have derailed the reelection of Clinton/Gore. Exposed now, it could send guilty parties to jail for Misprision of Felony Homicide.

We can provide your attorney's with witnesses, documents, or reference material that will support the following text:

White House knowledge of a threat prior to the loss of TWA Flight 800

1. The Administration knew that in 1996, surrogates from rogue states had access to MANPADS (Man Portable Air Defense Systems) or shoulder-fired missiles in mid-eastern weapons bazaars. \$5,000 would acquire the least capable model, the Russian SA-7. \$50,000 would buy the most capable, the Chinese Vanguard, a deadly new missile upgraded from US Stinger technology transferred to the Chinese in the early 90's.

Superior to the Stinger, this missile has a much longer range. The Administration also knew Iran had a limited number of US Stinger missiles in inventory.

2. The Administration was aware that, worldwide, MANPADS missiles had already claimed 26 civil transport aircraft and was only a matter of time before a U.S. Flag carrier would be targeted and hit. They knew the Administration had dodged a bullet in 1994 when Maryland State Police found a fully armed French Mistral MANPADS missile ready to fire on its tripod directly under a busy northeastern air route.
3. In response to sanctions unilaterally levied against Iran by Mr. Clinton in 1995, Iranian surrogate's car bombed US troops in Riyadh, Saudi Arabia and later smuggled MANPADS missiles into the US from across the Canadian border. Iranian officials warned the Administration that they considered enactment of the Iran/Libya Sanctions Act tantamount to an act of war!
4. When Mr. Clinton signed the Iran, Libya Sanctions Act of 1996, a decision was made by the Iranian Supreme Council to approve attacks on major American targets. Terrorist surrogate groups from nine countries were summoned to Tehran to meet with Iranian officials in June of 1996. Later that month, a huge truck bomb was deployed against the US Air Force barracks complex at Khobar Towers in Saudi Arabia. Three weeks later, TWA Flight 800 was shot down only hours after an explicit warning of an attack was received in London and Washington that taunted the President.
5. The White House, the CIA and the FBI were aware of the threat and they knew preventing that attack was their primary responsibility.
6. We can show the Administration anticipated incorrectly that, if the missiles were used, they would be targeted against Olympic air traffic landing or taking off in the Atlanta area.
7. We can provide testimony that immediately after Flight 800 was shot down, Mr. Clinton called an FBI command post supporting the Olympics and informed them Flight 800 was downed with shoulder-fired missiles.
8. The White House, the CIA and the FBI political leadership have waged an unrelenting disinformation campaign from the onset. This has ranged from the White House spokesman stating, "Anyone in government that says this was a missile only has half a brain", and to the CIA cartoon that libeled hundreds of eyewitnesses.

Witnesses or "Untouchables"?

1. The day after Flight 800 was shot down, the Justice Department, helped by 1,000 FBI agents, began the process of converting hundreds of witnesses into the first American "untouchable cast". The political leadership of the NTSB aborted its mission in one surrender of its responsibilities after another. When the Justice Department illegally ordered the NTSB crash investigators to have no contact with witnesses or their statements, and the NTSB complied, the investigation was over, the cover-up and Misprision of Felony Homicide had begun.

2. At the NTSB Public Hearing in December of 1997, the word "witnesses" was not even mentioned. Before and since, they have been ridiculed, slandered and liabled in official videotapes and statements made by government spokesmen.
3. On March 15, 1999 the derailment of the Spirit of New Orleans after she hit a steel truck at a railroad crossing in Bourbonnais IL, prompted a media wide call for witnesses by NTSB officials. It seems a witness was needed to prove the truck had driven around the safety gate. Apparently, investigations are much simpler and witnesses more creditable for the NTSB when there is no White House interest.
4. We have access to 107 witnesses on 4 aircraft, 19 boats, and 31 locations ashore. They were located in a 360° circle around the missile engagement. Their live testimony alone will prove the aircraft was shot down. This is why the Justice Department has kept air crash investigators away from witnesses for 2 1/2 years and also one reason they are conducting a malicious show-trial prosecution of author and outside investigator James Sanders and his wife. It's hard to interview witnesses from a Federal prison. The FBI failed to identify and interview 17 of these people. Among these 17 are witnesses on a boat who may have seen the escaping shooter.

Justice Department suppression of Missile Evidence

1. It appears, aggressive FBI missile-team field agents eventually solved the problem as to the cause of the crash, but had no support in the FBI leadership. In fact, the FBI leadership seems to have deliberately withheld vital information from their own agents.
2. George Gabriel, the senior FBI Agent on Long Island and personal friend of Mr. Kalstrom, was a close witness on his boat. We can provide witnesses who overheard him say he believed what he observed was a missile. FBI missile-team members did not know he was a witness until we informed them.
3. The FBI has videotape that was shown to military experts of a missile shot from off the coast of Long Island that failed to engage a target. This first attempt was nearly coincidental to the Khobar Towers attack 3 weeks before Flight 800's loss.
4. By late September, 1996, FBI missile-team members had established informal liaison with military missile guidance experts. By that time the FBI knew witnesses at sea on all sides were pointing to a missile launch a few miles southeast of Flight 800's explosion point. What they observed fit the profile of a MANPADS missile engagement.
5. In December 1996, FBI missile team members told military experts that two separate commercial fishermen dredged up and threw back a MANPADS first stage, the missile ejector-motor can. The ejector motor, about the size of a Coke can, fires in the tube, ejecting the missile, then drops in the water when the missile 2nd stage booster ignites.
6. The fishing vessel Alpha Omega recovered one of these motor cans in early October, 1996, while trawling for scallops about 2 nautical miles from Flight 800's explosion point. The crewman, not realizing the importance of his find, noted the two distinctive ignition wires attached to the can before he threw it overboard.
7. Despite overwhelming forensic evidence of a weapon impact in the number 2 main tank of the left wing and witness testimony of a missile attack, the Administration would not

fund military missile experts or allow the FBI to trawl for missile parts until after the November 1996 elections.

8. The Alpha Omega was one of five trawlers contracted by the Navy Supervisor of Salvage for trawler operations. When FBI agents finally came aboard in November 1996 to begin trawling and brought pictures of three objects they were looking for, it was that point the crewman told them they were too late, he had already found and discarded an ejector can!
9. Responding to the previous findings, Special Agents Bongardt and Otto took a live ejector motor can from a Stinger missile aboard all the trawlers under contract, showing it to captain and crew.
10. Interrogated for hours, the Alpha Omega crewman insisted the can he found had the same features, ignition wires, etc. but was somehow different.
11. That interrogation should have prompted the FBI leadership to suspect they may have been dealing with the longer-range Chinese Vanguard or Russian SA16/18 missiles.
12. It is clear from the Supervisor of Salvage's operational trawling maps depicting "missile firing zones" and the FBI Trawling Operations Manual in our possession, that the Justice Department's intent was to find and hide from "other Interested Parties", missile ejector cans, missile battery cooling units and the last Flight 800 Scavenge Pump the NTSB was trying to blame as a source of a spark.
13. The \$ 5 million trawling operation was funded by NTSB, contracted to civilian scallop boats through the Navy Supervisor of Salvage from 4 November 1996 until it was suddenly terminated on 30 April 1997, yet the trawlers were manned 24 hours a day by teams of FBI agents. Up until 30 April 1997 the scallop boat captains had been told the operation would continue indefinitely for months or even years. FBI agents got the word via cell phone to shut down the operations. On two of the boats, when the captains refused to stop until the Navy contractor on board told them to, the agents threatened force to make the captains shut down. The first agent backed down when the captain told him he would go anywhere at gunpoint, but the agent could expect to be charged with piracy on the high seas when they got ashore. The second agent backed down when the captain informed him that he was armed also and he was the captain and they weren't going anywhere!
14. The FBI's trawling plan was flawed in the following ways.
 - a. The missile firing zones depicted on the charts were 1.75 NM and 2.7 NM radius circles. These distances are accurate for two types of MANPADS but the Chinese Vanguard exceeds those ranges.
 - b. They used the last transponder response from the aircraft as the aircraft explosion point. The aircraft was travelling east over 2,900 feet between each transponder response. A two-second error would move the trawling off by 1/4 mile.
 - c. They failed to notice, until December 1996, a recorded surface radar contact only 2.9 NM from Flight 800 when it exploded!
 - d. They failed to identify that boat!

- e. They failed to adjust the trawling lines to cover that boat's surface track while it was in range of TWA Flight 800.
- 15. The FBI told military experts they had a witness who perfectly described a MANPADS engagement terminating in an impact on Flight 800's left wing root. It includes boost; sustainer-motor burn and total missile fly-out time typical of the US Stinger and its copies.
- 16. Military thermal imaging of B747-100's provided to the FBI by China Lake Naval Air Weapons Facility, indicate a MANPADS missile fired from a low forward quarter would guide toward the three air pack exhaust ports, directly under the center wing tank and not, as publicly stated for the engine nacelles. See attached thermal imaging.
- 17. Military computer modeling of the TWA 800 engagement, using Stinger data, shows the missile's velocity would degrade to 400 meters per second as it climbed through 13,700 ft. This would cause the circular error probability (CEP) to expand to 20 ft. or more, allowing an impact almost anywhere on the aircraft.
- 18. Stinger guidance technology provides a last instant steer-forward command to avoid a miss by flying through an engine exhaust plume. Such a command would explain a missile, fired from in front, steering for the air pack exhausts under the center wing, impacting forward on the left wing root leading edge.
- 19. The Stinger, for example, has a two-pound warhead with three fusing options, contact, penetration and time-out.
- 20. Using stinger missile fly-out data provided to the FBI by military experts, the combined velocity of missile body and aircraft at impact would be 1950 ft/sec.
- 21. If the cockpit voice recorder hasn't been tampered with, an audio laboratory should be able to discern this velocity through its analysis of recorded frequencies. This may be why the NTSB has refused to allow the Cockpit Voice Recorder group to convene and study the data generated from the Bruntingthorpe tests done in England.
- 22. $E = \frac{1}{2} MV^2$ would predict kinetic energy available at impact of over 1.2 million foot pounds.
- 23. The kinetic energy from a missile body entering the number two main, $\frac{3}{4}$ full of fuel, at mach 1.8 would cause the tank to burst from hydraulic overpressurization.
- 24. Fused for penetration, the two-pound high explosive warhead, bursting in the fuel could impart an additional 200-PSI spike of hydraulic ram overpressure.
- 25. Jet fuel is over 700 times the density of air. A MANPADS missile warhead's fragments would be stopped in a few feet of fuel, negating high velocity fragment damage to aircraft components. Mr. Kalstrom's public statements repeatedly used the lack of high velocity fragment damage as an excuse to ignore witnesses and shutdown the investigation.
- 26. The Navy China Lake missile impact "Quick Look Engineering Study" identified 4 criteria for expected damage if a shoulder fired missile hit a 747-100 inboard main fuel tank. All four are caused by hydraulic over pressurization of fuel tanks. All four are in evidence on the left wing. None of these criteria have ever been seen in previous air crashes.

27. The China Lake report's first two recommendations were to detonate shoulder-fired missile warheads in fuel tanks to determine if the fragments would be trapped and to do live firing of these missiles at inboard main tanks to compare to left wing damage on Flight 800.
28. Mr. Kalstrom ignored all seven recommendations; cherry picked statements out of the China Lake report and used them out of context in the media to argue the aircraft was not shot down.
29. When Mr. Kalstrom was faced with having to take action on the China Lake report he chose to shut down the investigation.
30. At the time the FBI investigation was prematurely shut down in November of 1997, the FBI had failed to identify a fast moving boat captured on radar only 2.9 nautical miles from Flight 800 when it exploded. Mr. Schirilo, who replaced Mr. Kalstrom, admitted that fact in a letter to Congressman Traficant.
31. After his retirement, Mr. Kalstrom was taped stating the boat captured on radar was really a helicopter. Considering the radar target was non-transponder and was tracked on the surface at speed below 36 knots for 35 minutes prior to disappearing over the horizon, even FBI agents have acknowledged Mr. Kalstrom's excuse is nonsense.
32. Witnesses afloat and ashore observed a six second missile burn (Stinger rocket burn is 6 ½ seconds) coming from the near vicinity of the unidentified boat.
33. Senior Justice Department officials need to be compelled to answer under oath why testing essential to determine if Flight 800 was brought down by a shoulder fired missile was not funded and why they ignored the forensic evidence, military experts, witnesses and their own FBI field agents.

The search for the Black Boxes

1. Discovery of the plight of the Flight Data Recorder and Cockpit Voice Recorder and their two Ducane pingers, after water entry, may be the key to unlocking the cover-up. We can show a Grand Jury how Mr. Clinton personally involved himself.
2. The NTSB is extremely sensitive to the subject of Black Boxes. They opened the boxes without any investigators from the Interested Parties present. They refused to allow TWA's investigator to listen to the voice recorder more than once.
3. The Voice Recorder has a "sound like damaged tape" precisely seven seconds prior to its end. Seven seconds prior to missile impact would be coincidental to MANPADS booster ignition. A visually bright event that could be seen by the First Officer.
4. Dr. Loeb has refused to release Addendum number two to the Flight Data Recorder Analysis that was written to rebut our interpretation of the last data line. The NTSB even refuses to let the Voice Recorder Analysis group reconvene!
5. The Administration's explanation of the circumstances under which the USS Grasp" divers found the Digital Flight Data Recorder and the Cockpit Voice Recorder is highly questionable.

6. According to divers we interviewed and the Navy Supervisor of Salvage Report, Navy divers from the USS Grasp found the recorders during Dive #2 and Dive #3 on the evening of 23 July 1996. The Administration maintains these same divers found them more than 24 hours later at 2330 hours on 24 July 1996. East coast TV news coverage ends at 23:30.
7. The most probable motive for this deception was to ensure investigators, who are Parties to the Investigation, were not witnesses when NTSB/FBI officials were alleged to have first opened the boxes in Washington during the early morning hours of 25 July 1996.
8. The boxes should have been found in the aircraft tail cone section, or within its debris. Instead, divers from the Grasp found each box 30 feet apart on a hard sand bottom, devoid of any attached debris and neither Ducane Pinger was operating. They appeared just as they would if dropped overboard from a boat!
9. Somehow both Ducane Systems fixed themselves while in FBI custody. They were found to be fault-free in laboratory test days later.
10. The small cylindrical Ducane Pingers are mounted on the narrow front face of each oblong rectangular box. They are protected from damage because they are bolted firmly to the inside angle of a short piece of angle iron. Because of their shape, the probability of either free falling box landing on the bottom with the pinger stuck in the sand, would be akin to a free falling domino landing on it's end and remaining standing in that position.
11. The only way Ducane Pingers can be silenced under water without evidence of damage is by partly unscrewing the battery connection.
12. The probability of both undamaged Ducane Pingers failing simultaneously in a shallow open ocean environment, on top of a hard sand bottom, approaches that of a spontaneous aviation kerosene explosion in an ignition-free Boeing 747-100 fuel tank.
13. We consider the fact the NTSB has remained mute about these alleged Ducane failures is Prima Facie evidence of either abject incompetence on the part of the NTSB who should have opened an inquiry into the cause, or proof of a cover-up of NTSB misconduct.
14. Weeks Marine, Inc. was verbally contracted by both the Coast Guard and FAA officials the night of the crash to position for salvage operations. They were on site the next morning with the best salvage equipment available in the Atlantic. It was superior to Navy assets, but Weeks Marine was stood down by the NTSB. It would be five more days before Navy divers would be on scene to recover recorders, bodies, etc! Why the forced wait?
15. Holding Weeks Marine, Inc. to standby while ordering Navy assets to respond from far away points deliberately condemned victims trapped in bottom wreckage to five additional days of ravage by natural elements. This grossly compounded the grief of the families and put at risk the ability of medical examiners to identify all remains. The White House was responsible for this order.
16. Circumstantial evidence indicates the Administration, knowing the aircraft to be shot down, may have ordered a covert recovery, laboratory examination and reinsertion of the recorders to ensure the aircrew did not describe the attack on audio tape. Scuba divers could have recovered the recorders on the afternoon of 18 July and dropped them back

overboard after 10 am 22 July, before the USS Grasp and Navy divers were on scene. During that period of time NOAA research vessel Rude and the motor vessel Pirouette were simultaneously sent 5 miles off the main debris field on a "wild goose chase" by the NTSB. Both ships had been mapping that field with side scan sonar!

17. Properly done, a scuba team equipped with a Ducane locator amplifier tube, held over the side, could position a small boat directly over active Pingers, dive and recover the boxes in a single effort. Active pingers can be detected by divers 300 yards away.
18. We have a witness that has passed a polygraph test and has provided a sworn affidavit that a member of the NTSB leadership told him the recorders were found and examined by 20 July. The Coast Guard told both TWA maintenance and Congressman Forbes that the recorders were found on 18 July. The next day, 19 July, the Senate Select Committee on Intelligence was told the aircraft was shot down by terrorists. Senators Hatch and D'Amato made public statements to the same effect.
19. White House, NTSB and Justice Department officials need to be compelled to explain these events and their actions under oath. We also have other individuals who have asked to remain anonymous who should be questioned under oath.
20. Despite a steep learning curve and the best efforts of some of its most aggressive field agents, FBI leadership has demonstrated itself to be functionally illiterate in the critical areas of; military weapons and tactics, radar interpretation and air crash investigation. The fact the White House failed to immediately assign appropriate elements of the Department of Defense as lead investigators in the missile inquiry is inculpatory.
21. Gentlemen, we have the "FBI Trawler Operations Manual" and Operations Order as well as other documents left behind aboard a contract boat by FBI agents. If found, the Justice Department intended to hide from your companies; the last fuel scavenge pump, a missile ejector can and the missile battery cooling unit!

TWA Flight 800 was the 27th civil aircraft shot down worldwide by shoulder fired missiles. The Administration's actions have greatly increased the danger of a recurrence, not only because of the deception of this case but because administration policy deliberately fails to link any terrorist act to the government of the Sponsor State. This provides political cover for the Administration's lack of action and sanctuary to deadly enemies.

I will point out the coincidence of the Clinton Administration's pro Arab, anti Israeli policy shift and the arrival on our shores of a creditable anti-aircraft threat under the control of rogue states. In 1994, the Maryland State Police found a fully armed French MANPADS missile, the Mistral, ready to fire on its tripod, directly under a heavily used air corridor near Westminster Maryland.

Our research also found U.S. Stinger technology transferred to China in the early 90's enabling them to produce the Vanguard, a quality shoulder fired Chinese missile. It was deployed first in 1996. If past history is an indicator, the China / Iran weapons transfer link bodes ill for future air commerce.

In a worse case scenario, absent a respected American Commander-in-Chief, Iran's Supreme Council, or other rogue state, could successfully shutdown or disrupt major traffic hubs

worldwide by activating surrogate cells armed with Vanguard. If they can shoot down one, why not a half dozen on a single day?

Gentlemen, the time to act is now, regardless of any arrangements you may or may not have had to accept. Once the American people understand the truth, your corporations will be indemnified against any further political extortion from this administration.

We would ask, in the interest of long term air safety, that you take an aggressive and public pro-active stance. Challenge the Administration; educate the media and the electorate. Severance from a politicized and fraudulent Federal investigation is no penalty and maintenance of the status quo is certainly no prize.

Sincerely,

William S. Donaldson

cc:

The Honorable Slade Gordon
Unites States Senate

Col. Sommeres
Air Attaché', Embassy of France

The Honorable Orin Hatch
Unites States Senate

Gen. Bernardis
Air Attaché', Embassy of Italy

The Honorable George Boinovitch
Unites States Senate

Gen. Avi Barber
Air Attaché, Embassy of Israel

The Honorable John J. Duncan, Jr.
U. S. House of Representatives

Adm. Jay Johnson
Chief of Naval Operations

The Honorable Henry Hyde
U. S. House of Representatives

Adm. G. W. Prueher
Commander in Chief, Pacific

The Honorable Porter Goss
U. S. House of Representatives

Vadm. W. J. Fallon
Commander, Second Fleet

Judge Kenneth W. Starr
Independent Counsel USDJ

Vadm. H. E. Browne
Commander, Third Fleet

District Attorney James M. Catterson, Jr.
Suffolk County Office of the District
Attorney

Directors
The Families of TWA Flight 800
P.O. Box 1061, Clifton Park, NY 12065

Ronald J. Hinderberger
Director
Air Safety Investigation

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12 April 1999
B-H200-16659-ASI

Cmdr. William S. Donaldson, III - USN, Ret.
P.O. Box 90
Clements, Maryland 20624



Subject: TWA 747-100, N93119, Accident off Long Island, New York -
17 July 1999

Reference: Your Letter to Mr. Condit, Dated April 7, 1999

Dear Cmdr. Donaldson:

Thank you for your letter of April 7 regarding the investigation into the tragic loss of TWA Flight 800. Mr. Condit asked me to respond on his behalf.

As a party to the accident investigation, Boeing is obligated to share all information it develops or obtains about the accident with the U.S. National Transportation Safety Board. I have asked our representative participating in the NTSB's investigation to forward your letter to the safety board's investigator-in-charge, Mr. Al Dickinson.

We appreciate your interest in both the TWA 800 investigation and in enhancing the safety of the global aviation system.

Very truly yours,


Ronald J. Hinderberger
Director, Air Safety Investigation
Org. B-H200, M/C 67-PR
Telex 32-9430, STA DIR PURVIS
Phone (425) 237-8525
Fax (425) 237-8188

cc:
Al Dickinson
National Transportation Safety Board

Directors
The Families of TWA Flight 800
P.O. Box 1061, Clifton Park, NY 12065



Air Pack Exhaust Vents under center fuel tank

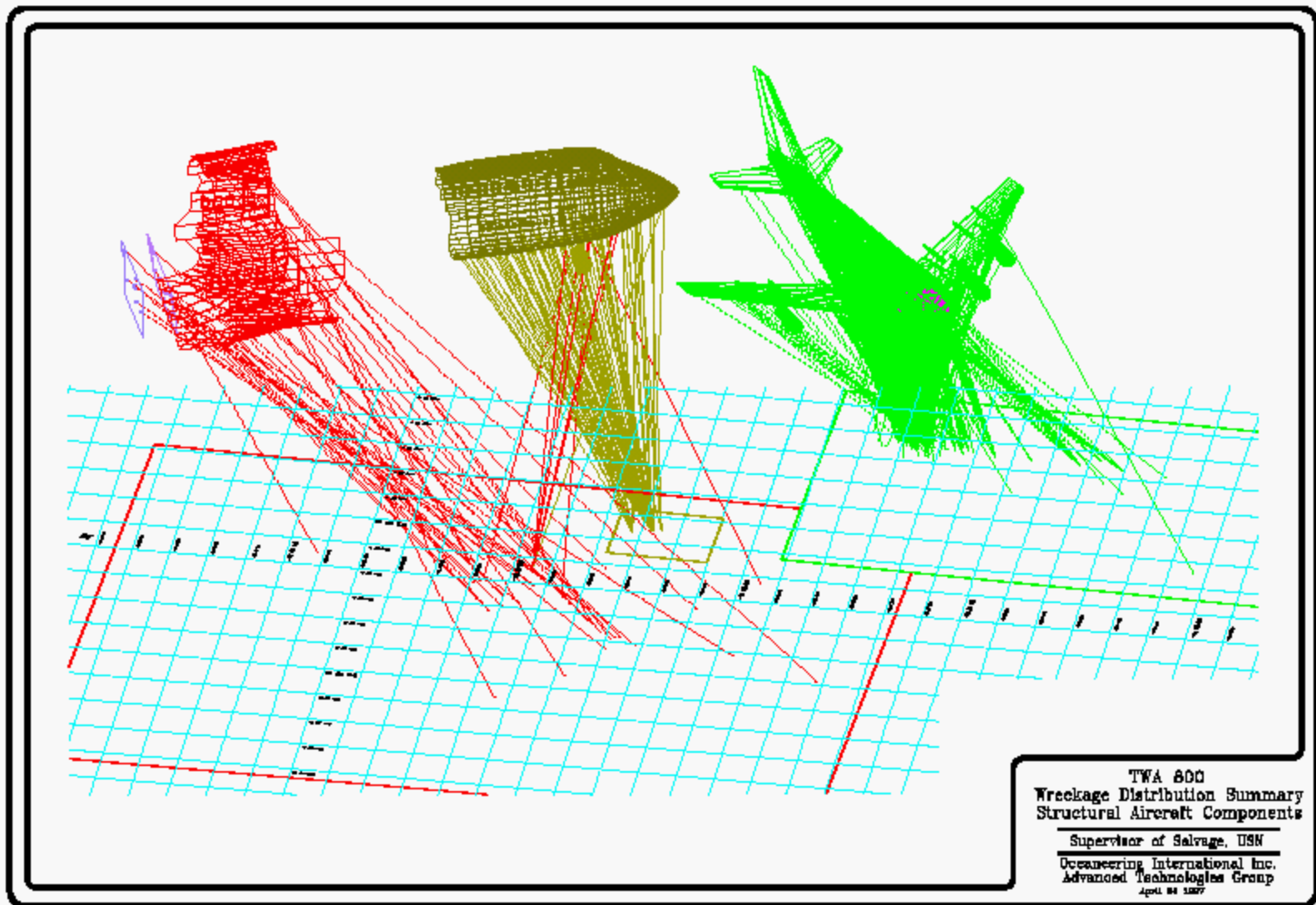
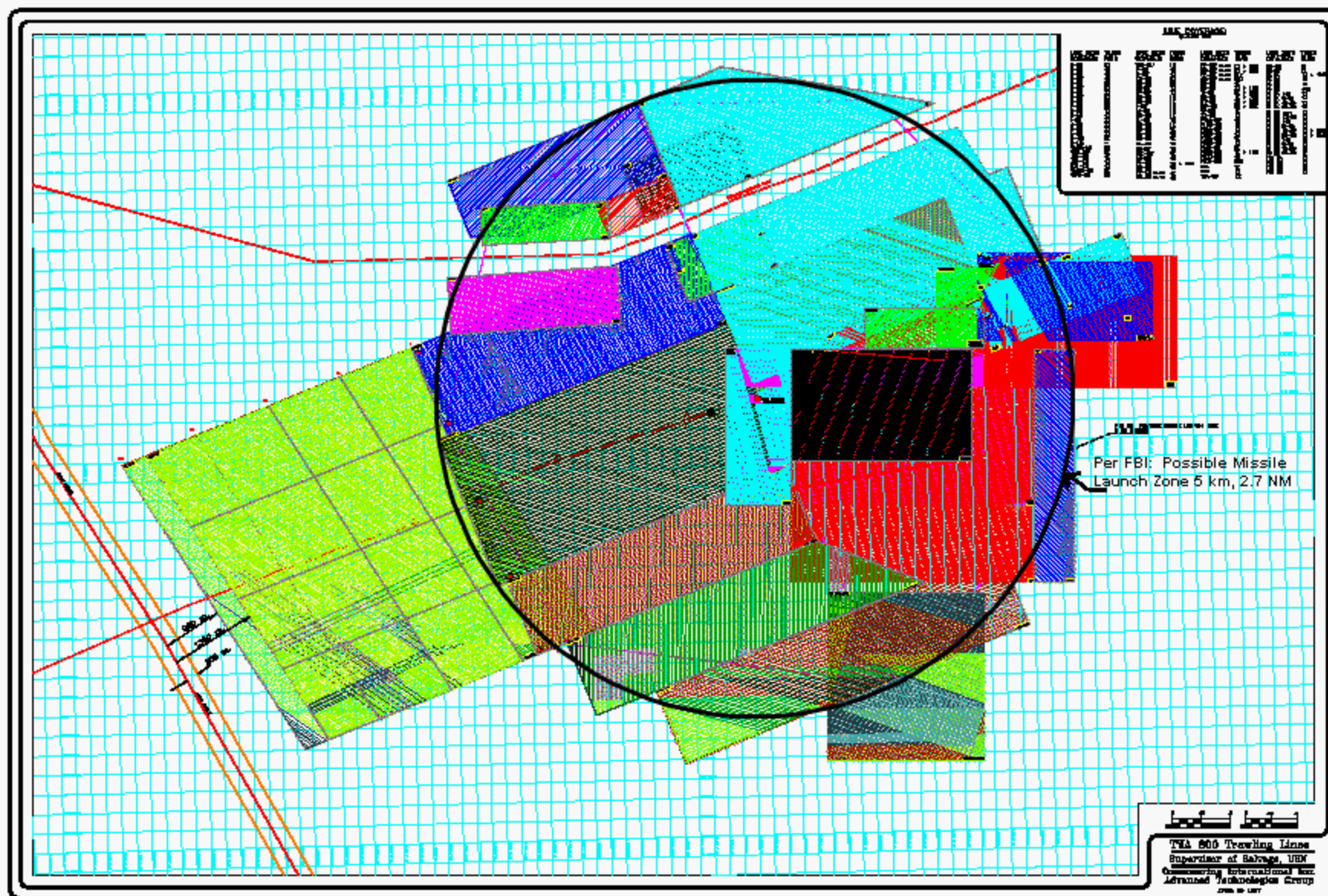
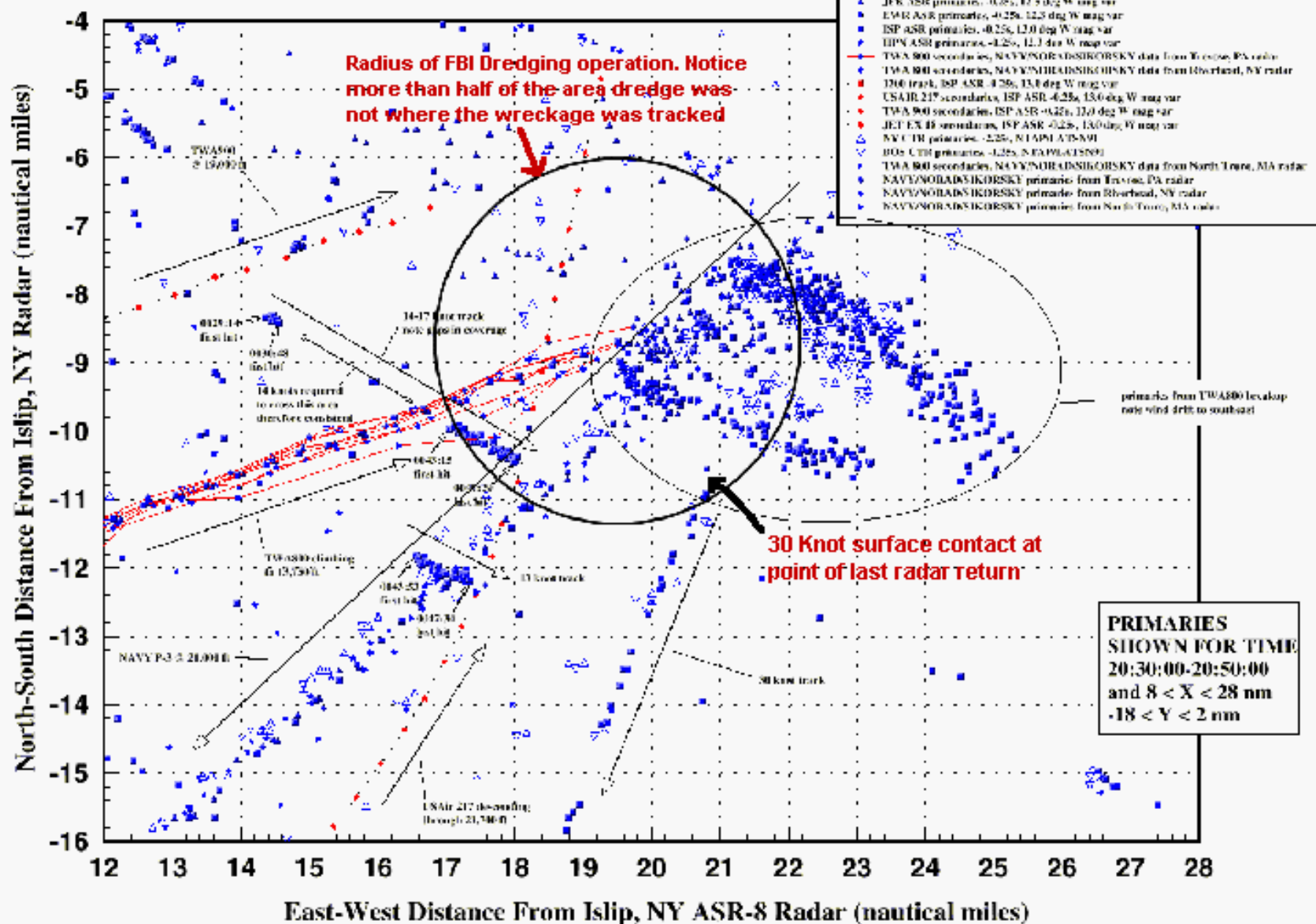


Figure 4-13. Wreckage Distribution Diagram.



TWA 747 Out of JFK, July 17, 1996 **Radar Data Overhead View From 20:30 - 20:50**





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Press Release

Federal Court, Uniondale, Long Island, for release on or after April 5, 1999

The Sanders Trial: Prudent use of prosecutorial discretion or cover-up of Felony Homicide?

James and Elizabeth Sanders begin trial in Federal Court April 5, 1999 on charges stemming from Mr. Sanders acceptance of a worthless swatch of stained interior fabric recovered from TWA Flight 800. The senior TWA Check Pilot in New York who was also serving as an official crash investigator representing TWA gave it to him.

The motive for this transfer of potential evidence to a published investigative journalist was to get a suspicious stain checked by an outside laboratory. The TWA representative had lost all faith in the integrity of the FBI / NTSB investigation into the loss of dozens of his close associates.

The Justice Department discovered the essential facts of the transfer but waited 7 months, until just before the NTSB Public Hearing, to arrest the Sanders and parade them before the media, handcuffed behind their back, on the way to their arraignment. The Sanders have now lost all of their savings, their home and are now bankrupt in their effort to defend themselves against this malicious Federal prosecution.

Ironically, the man who ordered the arrest and insulting treatment of the Sanders', James Kalstrom, past Deputy Director of the FBI, is guilty of exactly the same act. In his case, he gave away fabric from TWA's interior cabin (a stained American flag) to an outside civilian as a souvenir in a tawdry publicity stunt to further patronize the surviving family members.

Both cases involve a small piece of worthless fabric from the aircraft. Why are the Sanders' being persecuted for something so trivial? Was the purpose to intimidate the Government's critics? If not, why all the fuss over something the Government claims is worthless? Why is the media allowing the Government to persecute this Journalist? If the Government succeeds in this prosecution, the media's 1st Amendment protections will be severely diminished.

A second and more significant irony is the outside investigation that Mr. Kalstrom so bitterly tried to kill with this malicious prosecution, may eventually show that he participated in 230 counts of Misprision of Felony Homicide!

In an investigation that has "left no stone unturned", isn't it a little strange that the FBI and NTSB have never questioned Cmdr. Donaldson who has been a vocal critic of their investigation. In fact, when questioned by the media about Cmdr. Donaldson's Interim Report of July 20, 1998 which is publicly available on the Internet, they claim they have never read it! This is the same group who publicly supported the "possibility" that Electromagnetic Interference was the cause of the crash and commissioned a study that has since proven it to have been ridiculous. Why have they never questioned Cmdr. Donaldson?

We encourage the media to pay close attention to this trial, read our letter to the CEOs of Boeing and TWA and ask the Government for answers to the following questions:

1. Why have aviation crash experts been denied access to witness for over 2 1/2 years?
2. Considering overwhelming inside evidence of missile attack, why did the Administration wait over 3 1/2 months until after the 1996 elections to call in military missile experts?
3. Why did the Administration wait until after the elections to allow the FBI to trawl for Stinger ejector-motor cans and Stinger battery coolant units?
4. Why does the "FBI Trawler Operations Manual" list the finding of the last Flight 800 scavenge pump as one of three items to be kept secret from the Interested Parties?
5. Why did the Administration characterize the trawler operation as a search for aircraft parts and human remains when the trawling line maps clearly depict the grids oriented inside a red circle annotated "FBI Suspected Missile Firing Zone"? The 2.7 nautical mile circle is the range of many shoulder-fired missiles.
6. Why was the \$ 5 million trawler operation characterized as an NTSB project when it was manned by FBI agents and when less than 5% of the subject area is annotated as being of interest to the NTSB?
7. Why did the Administration cover-up the October 1996 finding of a shoulder-fired missile ejector can with its distinctive two ignition wires? It was found less than two miles from TWA Flight 800's explosion point by the Alpha Omega, a boat trawling for scallops.
8. Why did the Administration cover-up the fact they were unable to identify a high speed boat 2.9 nautical miles from TWA Flight 800 when it exploded?
9. Why did the Administration cover-up the fact that witnesses located 360 degrees around that boat pointed to its position as the source of the "streaking flare"?
10. Why did the Administration misrepresent the distance witnesses were to the crash?
11. Why didn't the Administration allow Captain McCord, the Navy's Supervisor of Salvage, to answer questions at the Public Hearings?
12. Explain why there was no apparent effort or urgency on the part of NTSB to locate the recorders after Captain DeBow of the NOAA ship Rude began radioing NTSB the positions of all the debris fields @ 1930 on 18 July 1996?
13. Explain why Navy divers, 6 days after the crash, found both recorders on a hard sand bottom 30 feet apart, free of any other wreckage and neither Ducane Pinger was operating?
14. Explain how both Ducane Pingers fixed themselves miraculously while in FBI custody? They operated and were found to be defect free in the laboratory!
15. Why has the NTSB remained mute, and failed to even notice the alleged dual-failures of these vital Pingers. Are not their failures a major air safety issue?
16. Ducane Pingers can only be silenced underwater by unscrewing the battery connection. Who tampered with these Pingers? When were the Recorders actually found?
17. On the morning of 22 July 1996, the NOAA ship Rude and motor vessel Pirouette (under Navy contract to find the recorders) were operating side scan sonar, searching the main debris field (where the recorders were later found). At 10:00 hours, both ships were

- ordered on a 5-mile "wild goose chase" by the NTSB to pinger-search and side-scan search the extended flight path. Why? Who initiated that order?
18. From 10:00 hours on 22 July 1996 when R/V Rude and M/V Pirouette were ordered away from the major undersea field, until USS Grasp arrived at 20:45 hours that night, there were no ships with undersea surveillance capacity near the debris field. What surface vessels were over the debris field during those hours?
 19. The Coast Guard "Rescue Event Log" notes the official recovery of the Flight Data Recorder and the Cockpit Voice Recorder as 23:30 on 24 July 1996 by Navy divers from the USS Grasp. Those divers actually recovered the boxes during Dive #2 and Dive #3 on the 23rd of July, a fact so stated in the Supervisor of Salvage Report and confirmed by interviews with the divers.
 20. The Coast Guard Rescue Event Log also shows the recorders on deck at Washington DC's National Airport at 03:55 on 25 July 1996. Considering this arrival time was controlled and staged by the NTSB/FBI, was this time frame specifically selected to ensure Boeing and TWA investigators would not be present to observe the condition of the boxes prior to opening?
 21. 23:30 is precisely the time East Coast late television news ends. Was that artificial discovery time selected to ensure Interested Parties would not be informed by mass media until the next morning?
 22. On the morning of 18 July 1996, the NOAA ship Rude was the only ship on scene with underwater surveillance capability. Her best mission was location of the recorders with side-scan sonar, why did the NTSB order the Rude to take Flight 800's floating starboard wingtip in tow, interrupting this mission when there were six Coast Guard cutters available on scene at dawn?
 23. The Supervisor of Salvage Report indicates the first Navy divers arrived 21 July 1996, but 39 scuba divers from the FBI and various New York Police agencies began operations using small boats the morning of 18 July 1996. The TWA senior maintenance representative was asked for and supplied the frequency of the Ducane Pingers early on the 18th. He was approached by a Coast Guard Petty Officer that afternoon and advised the boxes had been found. At nearly the same time, Long Island's Representative Forbes was also notified the boxes were found. What was the source of these reports? Which dive team really found the boxes?
 24. Did the President of the United States order the covert recovery and examination of the black boxes on 18 through 22 July 1996?
 25. We have a sworn statement from a citizen who maintains that a specified high official informed him that the recorders were recovered by 20 July 1996. Is he lying? Our polygraph operator says no! Is the NTSB staff willing to take Polygraphs?
 26. Why have the NTSB staff attorneys allowed NTSB officials to repeatedly slander the motives, the credentials and even the cognitive ability of ARAP members?
 27. Why did the NTSB mislead the families and the American people feigning difficulty finding undersea debris, when the NOAA Research Vessel Rude, using side scan sonar, had located and radioed to NTSB the dimensions of the field as well as large piece locations less than 24 hours after the crash?